

# THE BIG BRIDGE OPENED.

Continued from First Page.

partly to cross the bridge, and many wagons went over before us, but they do not count. The first car to cross the bridge was a horse-drawn carriage, and it was followed by a number of other vehicles. The bridge was opened at 11:20 A.M. and the first car to cross it was a horse-drawn carriage. The bridge was opened at 11:20 A.M. and the first car to cross it was a horse-drawn carriage. The bridge was opened at 11:20 A.M. and the first car to cross it was a horse-drawn carriage.

# THE BILLIARD TOURNAMENT.

The eighteenth game of the cushion carrom tournament between Messrs. Daly and Dixon was important from the fact that the winner would insure his first prize. The betting was \$100 to \$400 that Daly would win. Dixon has a decided aversion to afternoon games. He declared on Wednesday that he would not play yesterday afternoon. Fifteen minutes after the time for opening he had not appeared. The manager said that in another quarter of an hour he would forfeit the game to Daly if Dixon did not come to the scratch. At that moment the veteran leaped up and the game began, with Mr. Edward McLaughlin acting as referee.

# THE NEW YORK BRIDGE COMPANY.

The New York Bridge Company was incorporated by a law introduced by Senator Henry C. Murphy on Jan. 25, 1867. The act, which was passed April 16, 1867, gave to John T. Hoffman, Simon B. Chittenden, Edward J. Jencks, Smith Ely Jr., Samuel Booth, Grenville T. J. Jones, Alex. McCue, Henry C. Martin, Katharine Johnson, John H. Chas. A. Townsend, Henry E. Stebbins, Chas. E. Hill, Chauncey L. Mitchell, T. Bailey Meyer, Seymour L. Husted, William A. Fowler, William W. Wood, Andrew H. Green, Edmund W. Cortis, William C. Rushmore, E. Herbert S. Allen, John W. Crocker, W. H. Wood, T. B. Cornell, John W. Hayward, Isaac H. Auden, Henry P. Dickinson, Alfred M. Wood, J. Carson Brower, William Marshall, Samuel McLean, John W. Combs, William Hunter, Jr., John H. Pratt, Edmund Briggs, John P. Atkinson, John Morton, and their associates power to construct and maintain a permanent bridge over the East River.

# THE BARN BURNING CASE.

Farmer Mead introduced startling testimony in the case of the barn burning. The plaintiff had 184 sheep and a cow, and the defendant had a cow and a horse. The case was heard in the court of the town of New York. The plaintiff had 184 sheep and a cow, and the defendant had a cow and a horse. The case was heard in the court of the town of New York.

# THE DEPORTATION CASE.

Utica, May 24. At 3 P.M. today Insurance Superintendent McCall and the directors of the New York Mutual Accident Association of Utica held a conference at the company's office in this city. Mayor James Miller is President of the association, and Telleus Evans, member of the Republican State Committee, is Secretary and has managed the business of the corporation. Three days ago Superintendent McCall came to Utica at the request of some of the directors, and made an examination of the company's books. At the conference today he stated the condition in which he found the company, and advised the directors to wind up the concern. The directors agreed to this, and an application will be made to-morrow to the Supreme Court for the appointment of a receiver. In his report Superintendent McCall says that the expenses of running the company have been so great that the proportion to the amount of business done, the provisions of the constitution and by-laws have been so grossly violated that the company was a failure from the start.

# THE STOCK MARKET.

NEW YORK, May 24.—FLOUR AND MEAL.—Dull and unchanged. Wheat, higher, and called, an active market, but steady. Trade moderate. Spot rates: No. 1, 1.10; No. 2, 1.05; No. 3, 1.00; No. 4, 0.95; No. 5, 0.90; No. 6, 0.85; No. 7, 0.80; No. 8, 0.75; No. 9, 0.70; No. 10, 0.65; No. 11, 0.60; No. 12, 0.55; No. 13, 0.50; No. 14, 0.45; No. 15, 0.40; No. 16, 0.35; No. 17, 0.30; No. 18, 0.25; No. 19, 0.20; No. 20, 0.15; No. 21, 0.10; No. 22, 0.05; No. 23, 0.00; No. 24, 0.00; No. 25, 0.00; No. 26, 0.00; No. 27, 0.00; No. 28, 0.00; No. 29, 0.00; No. 30, 0.00; No. 31, 0.00; No. 32, 0.00; No. 33, 0.00; No. 34, 0.00; No. 35, 0.00; No. 36, 0.00; No. 37, 0.00; No. 38, 0.00; No. 39, 0.00; No. 40, 0.00; No. 41, 0.00; No. 42, 0.00; No. 43, 0.00; No. 44, 0.00; No. 45, 0.00; No. 46, 0.00; No. 47, 0.00; No. 48, 0.00; No. 49, 0.00; No. 50, 0.00; No. 51, 0.00; No. 52, 0.00; No. 53, 0.00; No. 54, 0.00; No. 55, 0.00; No. 56, 0.00; No. 57, 0.00; No. 58, 0.00; No. 59, 0.00; No. 60, 0.00; No. 61, 0.00; No. 62, 0.00; No. 63, 0.00; No. 64, 0.00; No. 65, 0.00; No. 66, 0.00; No. 67, 0.00; No. 68, 0.00; No. 69, 0.00; No. 70, 0.00; No. 71, 0.00; No. 72, 0.00; 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